

height of about seventy-five feet was reached. The aeroplane was sailing finely at a speed of about thirty-five miles an hour. The motor after several days tinkering with absolute precision. The machine had been up about four minutes when the propeller broke and the aeroplane had just passed over the shed in which it is housed when not in use.

Mr. Wright was steering a fairly sharp curve from the south to the east side of the parade ground. The only warning of the accident was a sharp, sudden cracking sound and a piece of wood dropped from the rear of the aeroplane. It was realized at once by persons on the ground that something was wrong with the propeller, which was uninjured, left revolving, and this tended to give the aeroplane a sharply circuitous turn toward the middle of the parade ground. Mr. Wright stopped the motor soon after the break occurred. The aeroplane slowly settled down and descended about thirty-five feet on an even keel. Every indication pointed to an abrupt but safe descent, when the aeroplane gave a quick plunge and shot swiftly downward. It landed with a crash and raised a cloud of dust.

The machine was a total wreck. The small forward planes used for elevating and lowering had struck the earth first and had been crushed under the weight of the broad main planes, which were lying on their sides. The framework of the aeroplane was broken and splintered and the canvas webbing that covers the planes was torn and perforated by the wooden sticks that had formerly been the framework. The aeroplane still retained something of its original form, but every individual part had been so twisted and broken by impact with the earth that practically nothing can be reclaimed from the wreck. Sticking out high above the wrecked machine were the propellers, the right one broken and the left one intact. Both blades of the damaged propeller were broken off.

Lieut. Frank P. Lahm, who made an ascent with Mr. Wright several days ago, was the first officer to reach the place where the accident occurred. He was about 400 yards away on the opposite side of the parade ground when he saw the propeller blades break. Mounting his horse he galloped across and took charge of the rescue work. Aided by a squad of soldiers the wrecked frame was lifted to get at the passengers in the machine.

Mr. Wright and Lieut. Selfridge were so entangled in the wire and framework that it took several minutes before they could be extricated. As the machine struck the earth they had been thrown forward and landed full force upon the wires that are used to brace the forward part of the airship. Mr. Wright's face was ashen white. One of the wires had cut a deep furrow across Lieut. Selfridge's forehead and blood was flowing rapidly from other scalp wounds. Mr. Wright's left leg was caught under the main plane of the machine and broken near the hip.

Getting at Lieut. Selfridge's body was a harder job for the rescuers and it was several minutes before he was lifted out of the wreck. Both men were carried on stretchers to the hospital, where they were attended by Majors William D. Crosby, Walter B. McCaw and Merritt W. Ireland of the medical department of the army, who were spectators, and by Capt. Howard H. Bailey, post surgeon. After a preliminary examination of the injured man, Capt. Bailey issued the following statement:

"Mr. Wright has a fractured left thigh and several ribs on right side broken. He was much shocked, but reacted well. Lieut. Selfridge received a fracture at the base of the skull. His condition is extremely critical."

Shortly after reaching the hospital Mr. Wright regained consciousness. He did not appear extremely dispirited by the accident, but bore up bravely. He had a dinner engagement to-night with Major George O. Squiers, president of the Army Aeronautic Board, and Major Squiers was on hand with a touring car to bring Mr. Wright to Washington after the flight had been completed. When Major Squiers approached his cot in the hospital shortly after the accident Mr. Wright smiled and jokingly said:

"I don't think I'll be able to keep that appointment to-night."

Late to-night physicians at the post hospital said that Mr. Wright was resting comfortably.

While the exact cause of the accident will probably not be known until Mr. Wright recovers, it is believed to have been the inability of the lengthened propeller blade to stand the great strain that was placed upon it. The blades were made of Oregon spruce, placed in layers to produce the desired pitch. In the new pair of propellers the pitch and the length were greater than in the old ones. These two changes were designed to accomplish greater speed, but they resulted in a greater strain. Besides, the machine was carrying two persons.

There is reason to believe that Mr. Wright increased the speed of his engine just before making the turn that ended in disaster. This increased speed is probably responsible for straining the propeller to the breaking point. The shafts and the propeller hubs remained intact. It is the belief of aerial experts that the aeroplane would have safely glided to the earth had the accident not occurred while making a turn. On a straightaway course, they contend, the main planes would have allowed the machine to come down safely. But as the break occurred while the aeroplane was inclined at an acute angle the main planes did not diminish the fall as they otherwise would have done. However, for the first thirty-five feet of the descent the planes seemed to operate in this way. When about thirty-five or forty feet from the ground the aeroplane tilted forward and the planes lost their hold.

Octave Chanute, the aeroplane inventor, who has experimented more especially with gliding planes from which the Wright brothers developed their machine, was a witness of the accident. For several years he has been an intimate friend and counselor of the Wrights.

"The accident is unfortunate," he said, "but I do not believe it will affect scientific progress. The death of Lillenthal did not stop aerial experimentation. The accident was due to the new propellers, which were either defective or too weak to stand the increased strain. This accident cannot be cited as an argument against the use of two propellers. If only one had been used the result would have been practically the same."

A large crowd of spectators, including many army and navy officers, as well as scientific men of Washington, witnessed the accident. When the accident occurred most of the spectators were about 500 yards from the spot where the aeroplane fell. A cordon of cavalrymen formed a line around the machine to keep the crowd from interfering with the work of the rescuers.

Wilbur Wright, who is demonstrating

his aeroplane in France, was informed by cable to-night of his brother's accident.

Orville Wright expected to hold the official trial of his aeroplane before a board of army officers within the next week. The Government, in the event of a successful demonstration according to the official requirements, had agreed to pay the Wright brothers \$25,000 for their machine.

Lieut. Selfridge was regarded as one of the brightest young officers in the Signal Corps of the army. He belonged to a noted family, several of whose members have served with distinction in the army or navy. Thomas Oliver Selfridge, the elder was a Rear Admiral in the navy and died at an advanced age in 1902 after having been on the retired list for many years. His son, Thomas Oliver Selfridge, Jr., had been a Rear Admiral six years when his father died, and was himself placed on the retired list for age in 1898. His home is in Washington. This officer was in many famous engagements during the civil war. He was a chevalier of the French Legion of Honor and received a gold medal from the Czar of Russia in honor of the Czar's coronation, which Rear Admiral Selfridge attended as a representative of the United States Navy.

Lieut. Thomas E. Selfridge, who met his death to-day, was a nephew of the second Rear Admiral and was born in California twenty-six years ago. His father, E. A. Selfridge, who is a resident of San Francisco, was informed to-night by telegraph of his son's death. Young Selfridge was unmarried. He was appointed from California to the Military Academy at West Point and was graduated in 1903. He was commissioned a Second Lieutenant in the Artillery Corps and remained in that branch of the service until about a year ago, when he was transferred to the Signal Corps at his own request in order that he might gratify his taste and ambition for aeronautic work.

He was appointed a member of the military aeronautic board to judge the dirigible balloons and aeroplanes submitted to the War Department for purchase. He favored the purchase of the Baldwin dirigible balloon and was well pleased with the Wright aeroplane. He was about to go to St. Joseph, Mo., in connection with further experiments with the Baldwin dirigible, and the order for this trip was issued from the War Department to-day.

WILBUR FLIES 33 MINUTES.

French Wright Brother's Voyage Only Brought to a Close by Darkness.

Special Cable Despatch to THE SUN. PARIS, Sept. 17.—Wilbur Wright made an ascent at Le Mans this evening, remaining in the air 33 minutes 47 seconds. He covered thirty-three kilometers, or nearly twenty miles, at a height of from twenty to thirty meters. Darkness prevented a longer flight.

TRIALS OF A MILITIAMAN.

Brunwasser Enlisted—He Lands in Jail—His Family Is Hungry.

Moritz Brunwasser, a member of the Eighth Regiment, was locked up in Ludlow street jail yesterday by order of the regimental delinquency court for failure to pay a five dollar fine. A few hours later his wife was in Essex Market court beseeching Magistrate Barlow to help get her husband out because she had nothing to eat.

Brunwasser is a poor barber who lives at 108 East Ninth street. He joined the regiment a year ago, thinking the duties would not interfere with his business. He soon found that if his regiment was ordered out on a Saturday or holiday it meant a loss of about \$10, much as he made in the rest of the week.

Brunwasser said that last Decoration Day he asked the captain of his company, Capt. A. M. Bremer, through the quartermaster-sergeant to borrow a marching duty so that he could work. Brunwasser said that when his captain understood the situation permission was granted. A few days later he was fined \$5 for absence without leave.

Yesterday he was arrested on a warrant issued by the regimental delinquency court and sent to jail for ten days. If he had paid the fine before he was put in jail, plus \$1.25 for marshal's fees, it would have amounted to \$6.25. Now if he gets out he will have to pay \$2 more as prison fees.

He has four children, and his wife carrying the smallest one was running all over the East Side yesterday, faint with hunger, trying to raise money to pay her husband's fine.

LABOR LEADER ASPHYXIATED.

Frank P. Freeman Killed by Gas in His Home in Newark.

Frank P. Freeman, well known in organized labor circles in Newark, was asphyxiated at his home, 639 Bergen street, that city, yesterday. Freeman had been out late in the afternoon and his wife heard him enter his bedroom adjoining her and strike a match. She was awakened soon after 4 o'clock by the smell of gas and found him unconscious. He died within a few minutes.

Freeman was an ex-president of the Essex Trades Council. He was twice a candidate for Assembly from Essex county on the Democratic ticket. He was a member of the Newark Police and Firemen's Union No. 44. He is survived by a wife and five children.

After making an investigation County Physician Elliott declared the death was the result of an accident. The tip on the gas jet is broken and it is believed that in turning off the light Freeman allowed the gas flow to continue.

GIVE RAILROADS A CHANCE.

Enforcement of Missouri River Case Decision Postponed Thirty Days.

CHICAGO, Sept. 17.—Interstate Commerce Commissioner E. E. Clark, who wrote the famous Missouri River case decision, which the railroads are attacking, has recommended to the commission that the date of the enforcement of the order reducing rates from the seaboard to the Missouri River be postponed thirty days.

This recommendation is with the view of permitting the commission to consider the petition of the railroads for a rehearing of the case. The order was to have become effective September 25.

In the petition for a rehearing the railroads declare a condition of chaos exists in making will be caused by the decision.

Neat effects prevail in men's suits and overcoats for Fall.

New York men demand style without flashiness—

style without flashiness—

style without flashiness—

style without flashiness—

style without flashiness—

style without flashiness—

style without flashiness—

style without flashiness—

style without flashiness—

style without flashiness—

ROSE CARTS FINE BUT TOO BIG

FIREMEN HAVE TO LIFT HORSE CAR INTO THE GUTTER.

A New Big Horse Wagon Does Great Work at a Spectacular Fire, but Its Great Width Makes It Difficult to Maneuver at a Fire in Downtown Streets.

The first test of the new horse wagons introduced into the Fire Department to replace the fire engines took place last night at a blaze in the building at 201 to 210 Elizabeth street, which is occupied by Giuseppe D'Alessandro, a dealer in paper stock, rags and old iron, and by a branch of the Edison Electric Company. The test showed that although the new wagons are far more effective than the old fire engines their great bulk is going to make them unwieldy in some of the narrow streets in the business section of the city.

The fire itself was the most spectacular that has been seen on the East Side in a long time. Over 300 to 710 Elizabeth street, a two-story brick building, towers a great twenty-foot chimney, and once the infernal smoke got going, and well the flames went roaring up the flue and spouting into the air above the roofs of the neighboring buildings, like a geyser of fire.

An immense crowd was attracted from the near by Italian tenements and from the Bowery, which it took the reserves of several stations to handle.

About 9 o'clock smoke was noticed coming out of the place by the men of Hook and Ladder Company 9, across the street. Capt. Clark, hero of the Windsor fire, with Firemen Bogle and Shea, ran across and got out the fifteen horses that D'Alessandro had stabled in the building. Then a back draught blew them out of the building and Clark turned in an alarm. Chief Croker, who came with the first engines, determined to make this fire a test of the efficiency of the new wagons and summoned Truck 20, which is located on Prince street. It was while the truck was on the way to the fire that the unwieldiness of the new contrivances in a narrow street was shown.

As the big horse wagon was dashing through the street it came up with a six feet eight inches wide, was too big to get by and the firemen had to take the car off the track and leave it in the gutter to make room.

Once on the scene, though, the wagon dealt with the fire effectively. Two lines of hose were run to the standpipes on the wagon, and when the water was turned on it came in streams as from a fireboat on wheels. Pressure was maintained only 30 pounds, though it could have been put up to 300.

The beauty of operating the hose from one of the new wagons is that it takes only one man to manage the apparatus, leaving the rest of the crew free for other work.

Owing to the efficiency of the apparatus only five streams of water were needed for the fire, the last of which was turned off at 11:30. The fire was extinguished in a little over an hour. The damage from the fire was estimated at \$10,000.

BODY WAS A MAID'S.

Girl Found Drowned at North Beach Identified as T. S. Young's Servant.

Thomas S. Young, a broker of 113 Broadway, his wife and son called at Quinn's morgue at 184 Fulton avenue, Astoria, yesterday morning and identified the body of the drowned girl found at North Beach, L. I., on Wednesday as that of Sophie Korf, 23 years old, who had been a maid in his summer home at Oyster Bay.

Two weeks ago when the maid's sister, who was employed by another family in Oyster Bay, went to visit her old home in Germany Sophie Korf became homesick and said she wanted to go home.

Young consented to give her a vacation of two months and the maid began preparations for her trip. She went to Manhattan to make purchases and she stayed at Mr. Young's city home, 42 East Fifty-second street. She left there Tuesday evening, presumably to go back to Oyster Bay, and members of the Young family, who were with her, lost her way and wandered to North Beach, where she accidentally fell into the water, or else, becoming despondent, went to the beach and committed suicide by jumping off a pier.

Mr. Young made arrangements for the burial of the body in the Memorial Cemetery at Oyster Bay.

CHAMBER BOOMER SUES.

Candidate Objects to Order to Examine Him Before Trial.

Lewis Stuyvesant Chanler, Democratic candidate for Governor, asked Justice Gerard in the Supreme Court yesterday to vacate an order issued some time ago by Justice Dugro for the examination of Mr. Chanler before trial in the action brought by William F. Clark to recover \$20,000 for publicity work Clark says he did for Mr. Chanler before Mr. Bryan was nominated for President. Decal on was reserved.

Clark says that Chanler retained him to act as press agent and boom the Lieutenant-Governor for the Presidential nomination. Clark says that William F. Manning, as agent for Chanler, engaged him, and that in order to establish his cause of action it is necessary to examine Chanler before trial. Clark also alleges that Chanler made an arrangement with Bryan that Bryan should support him for the nomination for Vice-President and thereupon abandoned his Presidential boom, shut up his headquarters and refused to pay Clark.

The Lieutenant-Governor says that Manning offered to boom him for the Presidential nomination without any promise of pay, and that he actually paid Manning, who is now dead, \$15,000 voluntarily. He denies that he employed Clark or had any responsibility for the latter's employment. Clark is represented by Charles J. Shearn, William R. Hearse's personal counsel.

Two other actions against Thomas remain to be tried here. One of these, in which the charge of reckless driving is made by Chief of Police James Layton, is set for next Monday.

THOMAS SUITS SETTLED.

Two Damage Claims Against E. R. Ad-Justed Out of Court.

LONG BRANCH, N. J., Sept. 17.—Two of the damage suits growing out of the collision between E. R. Thomas's automobile and Emilie Selig's rig here on August 14 were settled yesterday at a conference between counsel in New York.

Selig brought suit for \$3,500 for the loss of her team and wagon. Daniel Connelly, the co-owner of the rig, whose shoulder blade was fractured when he was thrown from the box, asked for \$10,000 damages. Thomas P. Foy, representing both complainants, adjusted the claims at the conference with Mr. Thomas's counsel.

Two other actions against Thomas remain to be tried here. One of these, in which the charge of reckless driving is made by Chief of Police James Layton, is set for next Monday.

GIRLS HURT IN AUTO WRECK.

Collision With Trolley Car at 430 A. M. Leads to Arrest of Owner.

An automobile containing four persons crashed into the rear end of a westbound trolley car at Orange and Plane streets, Newark, early yesterday morning. The occupants were thrown and three members of the party were badly injured. Miss Estelle Traphagen, 18 years old, of 404 South Eleventh street, sustained a fractured skull; Miss Marcella Connell, 17, of 171 Sussex avenue, has a broken left arm and body bruises and it is feared that her left knee is broken, and Andrew Harris, 20, was out about the head and neck. All are in the City Hospital. Harris, who is a coachman for Warren N. Trusdell of Newark, gave his address as the Beechwood Hotel, Summit, N. J., where the Trusdell family is staying.

At the Second precinct police station, held to await the outcome of Miss Traphagen's injuries, James W. Gray, 33 years old, of 380 Springfield avenue, Summit, the owner and driver of the machine, Gray is in the laundry business at Summit and has a wife and two children.

According to the two men, they went to Newark for a ride Wednesday night and stopped off at Olympic Park. There they met two girls and upon the invitation of Harris Gray said the girls jumped into the machine for a ride. It was 4:30 o'clock when the accident occurred. In the meantime Gray said the party had stopped at a restaurant on Plane street to get something to eat and had then started to the home of a friend of Harris when the accident took place.

Gray said he was driving his machine slowly and that the accident was the fault of the motorman, who was speeding his car at a terrific gait. According to the girls, the motorman was driving at the rate of 40 miles an hour when he passed him. He said that all four in the machine were laughing and talking and there was no tooting of the horn. Smith said the auto crashed into the rear end of the trolley.

GRAFT IN LICENSE BUREAU

CHIEF AND DEPUTY SUSPENDED PENDING INQUIRY.

Commissioners of Accounts Say Great Frauds Appear to Have Been Committed and Will Make a Public Inquiry—Dollar Fee Said to Be a Myth.

Mayor McClellan suspended from duty yesterday Chief Corrigan of the Bureau of Licenses and Deputy Chief Gaetano D'Amato pending an investigation of a report made by the Commissioners of Accounts that there seems to have been a wholesale system of grafting in the office. For years the Bureau of Licenses was notorious for the illegal levies made on foreigners who have sought to get peddling licenses. The fee is \$1, but usually a man asking for a license who expected to get the permit for that sum was promptly turned down. Nor as a rule could the applicant get a license without a note from the Aldermen of his district, particularly if he lived on the lower East Side, or the endorsement of the pushcart peddlers' organization.

Because of the complaints made to him in the early part of the year Mayor McClellan directed that no more permits should be issued until there could be a reform of the methods of the bureau. The Commissioners of Accounts say that the Mayor's instructions have not been obeyed and that new licenses have been sold under the guise of "renewals." After a six weeks inquiry the commissioners report:

The evidence received by us would appear to indicate that great frauds upon the city and upon citizens have been practiced by some persons or persons in authority in this bureau. The illegal issue and fraudulent renewal of pushcart licenses have been practiced so extensively that it is our opinion that for immediate action looking toward the thorough reorganization of the bureau and measures calculated to prevent like practices in the future. We are of the opinion that the facts so far developed demand fuller investigation of the conditions prevailing in this bureau, and that to that end the examination of witnesses and public hearings will be necessary.

Sigmund Schwarz, president of the Pushcart Peddlers Association, was arrested last Friday by Patrolman Flagg of the District Attorney's office on a charge of petty larceny in selling licenses to peddlers who could not get them from the city because they were not citizens. The specific complaint which led to his arrest was that he had charged one Alter of 140 Norfolk street \$14 for a license for which the city charges a fee of a dollar. Magistrate Walsh in the Essex Market police court held Schwarz in \$500 bail. In the preliminary hearing it was brought out by a representative of the District Attorney's office that Schwarz had no trouble in getting scores of licenses from the licensing bureau, price not stated.

WOMAN KILLED, HAD \$331.

Mrs. Alice Bliss of Brooklyn Crushed by a Train at Coney Island.

Mrs. Alice Bliss of 234 Herkimer street, Brooklyn, was killed 8 o'clock last night while alighting from a Brighton Beach train at the Culver station, Coney Island. The train on which Mrs. Bliss and her companion, Mrs. Julia Walling of 4 DeCAT street, Brooklyn, had gone to the island was crowded with persons going to see the Mardi Gras celebration. As it pulled into the Culver station there was a rush to get through the gates and Mrs. Bliss was pinned against the train, where her foot caught between the car and the wooden platform.

Before the woman could free herself the empty train began to back out of the station, dragging Mrs. Bliss with it and finally pulling her between the train and platform. Nearly every bone in her body was broken and she was killed instantly. She was heard to give several shrieks as she was dragged down.

The conductor of the train, William F. Welland of 121 Rogers avenue, Brooklyn, who was the woman's father and who pulled the train back out and he instantly pulled the emergency cord, but when the train stopped Mrs. Bliss was dead. Mrs. Walling, Mrs. Bliss's companion, was killed and faint and there was great excitement in the crowd. It was with difficulty that the police prevented a dangerous stampede.

Police Inspector Edward Bohmke of the Fort Hamilton station, who is detailed to Coney Island for the week, placed both Conductor Welland and the motorist, Leonard McGee, in the station house, under arrest. The two men were arraigned in the Coney Island police court on the technical charge of homicide, but later released on bail.

Mrs. Walling was found to be in a serious condition from shock when she recovered from her faint. She was taken to the Coney Island police station where she was placed under the care of the matron, Mrs. Duffy. She seemed dazed and was immediately put to bed and attended by a physician.

The police notified William J. Bliss of the woman's death, and a man who said he was Mrs. Bliss's brother but did not give his name, identified the body.

MEXICO'S TROUBLED BIRTHDAY.

Peons Stone Ambassador Creel's Bank Windows—American Mobbed.

EL PASO, Tex., Sept. 17.—Attending the celebration of Mexican Independence Day in Chihuahua, the home of Ambassador Enrique Creel, who is also Governor of the State, there were numerous riots caused by the peon class hatred for public officials and wealthy men. The windows of Ambassador Creel's bank were broken and many other establishments suffered. The trouble occurred Tuesday night and extra soldiers were put on guard last night.

Four years ago similar manifestations occurred and even the Government Palace was stoned. At that time Don Luis Terrazas, father-in-law of Creel, was called to the scene. He was mobbed by the band played the national anthem and a mob severely stoned and beat Creel. Creel, an El Paso, who failed to remove his hat. There were mob cries of "Down with the Gringos."

During the night José de la Racon was shot in the leg at the Juarez celebration.

A FIRM FOUNDATION

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GONE AFTER PIECES OF EIGHT

Continued from First Page.

reef and they rub elbows with death until the ruddy streaks of dawn come.

Then this fisher of sponges, this American fisher of sponges—he was also a diver and he helped raise the Merrimac in Santiago harbor once—looked over the side of his boat and he saw down about fifteen feet in the blue water the prow of a ship. Straightaway he dived. He came up with pieces of eight sticking through the cracks of both fish, or maybe it was doubloons.

Forthwith all of his native fishermen dived and they came up with silver and golden coin representing maybe \$1,221.34 American, who knows?

They dived again and brought up the ship's bell. About the rust eaten rim was graven this motto:

"Good Faithy edict Dom. 1680 Plymouth. Ringeth this Belle God's hours and tellyeth man's life Space."

Straightaway did this American fisher of sponges get him his sextant and his alidade and he had to guess at the longitude. Then with the ship's bell and the pieces of eight he sailed to Jamaica.

There he found one who was interested in his tale. Together they went to a lawyer and he recommended them to another lawyer, whose name is Reginald R. Leavett and whose office is at 129 Pearl street, this city. Many old records of Santo Domingo City, which was the woman's father and who pulled the train back out and he instantly pulled the emergency cord, but when the train stopped Mrs. Bliss was dead.

All of the sponges fisher and his lawyer should have share and share alike with the others and that the sponge fisher should be one of the party of discovery. He called together the following men, Skipper Scull and his son, who had met to form a solemn bond and compact.

This was the bond and compact: That the organization should be made under the auspices of the Southern